



# Welcome!

**The Idaho Transportation Department is developing long-term plans to improve Idaho 44 from Caldwell to Eagle.**



I-84 TO WEST  
STATE STREET  
IN EAGLE

Today you will have the opportunity to:

- Learn about the project.
- View and comment on improvement concepts.
- Get information on how to stay involved.



**Your Safety • Your Mobility  
Your Economic Opportunity**



# Project Background

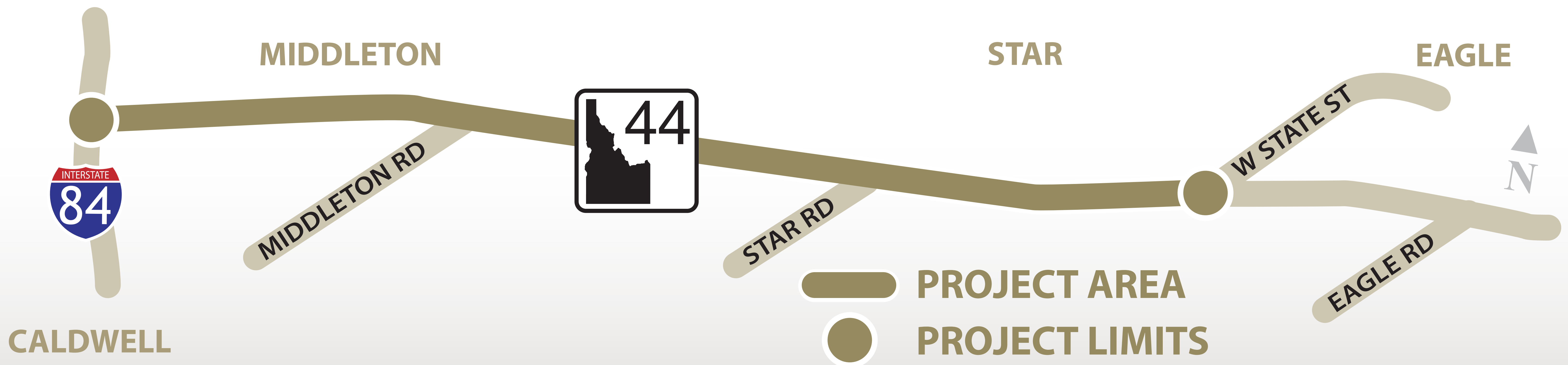


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Idaho Highway 44 is one of the few east-west routes between Ada and Canyon counties. Early planning efforts to improve this corridor began in 2004.

As part of the earlier work, ITD completed traffic studies and drafted an Environmental Assessment for approximately 16 miles of Idaho 44.

This previous work is the foundation for the *Idaho 44, I-84 to West State Street in Eagle* project.



# Process and Schedule



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**2019**

Updated traffic study

COMPLETE

Continue environmental analysis

Confirm concept designs

Hold public meeting

**2020**

Complete environmental analysis

Confirm proposed improvements

**2021**

Hold public hearing

**2021–2022**

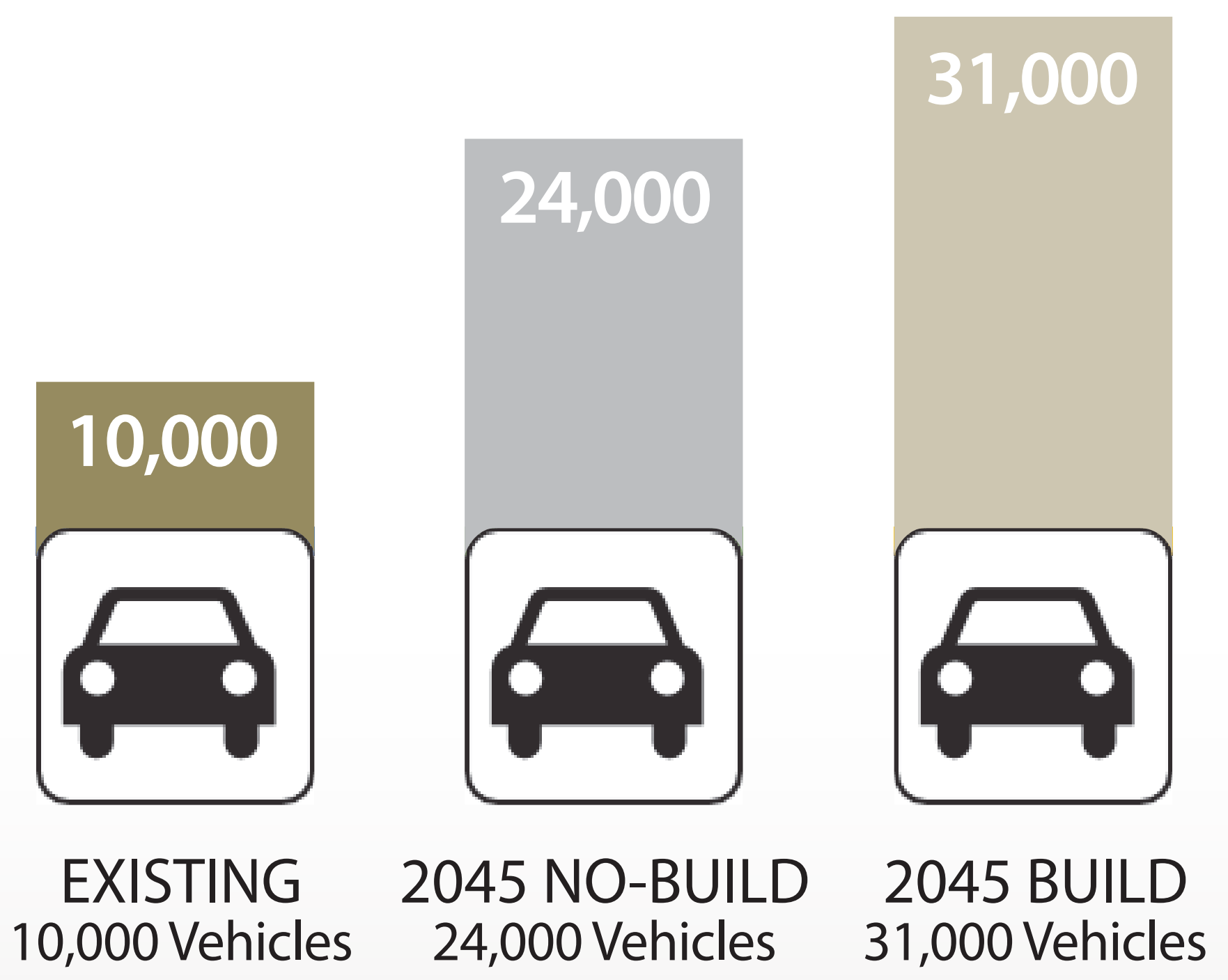
Finalize environmental analysis and  
proposed improvements

*Final design and construction will occur as funding becomes available. ITD anticipates the first improvements will be constructed in 2023 and 2024.*

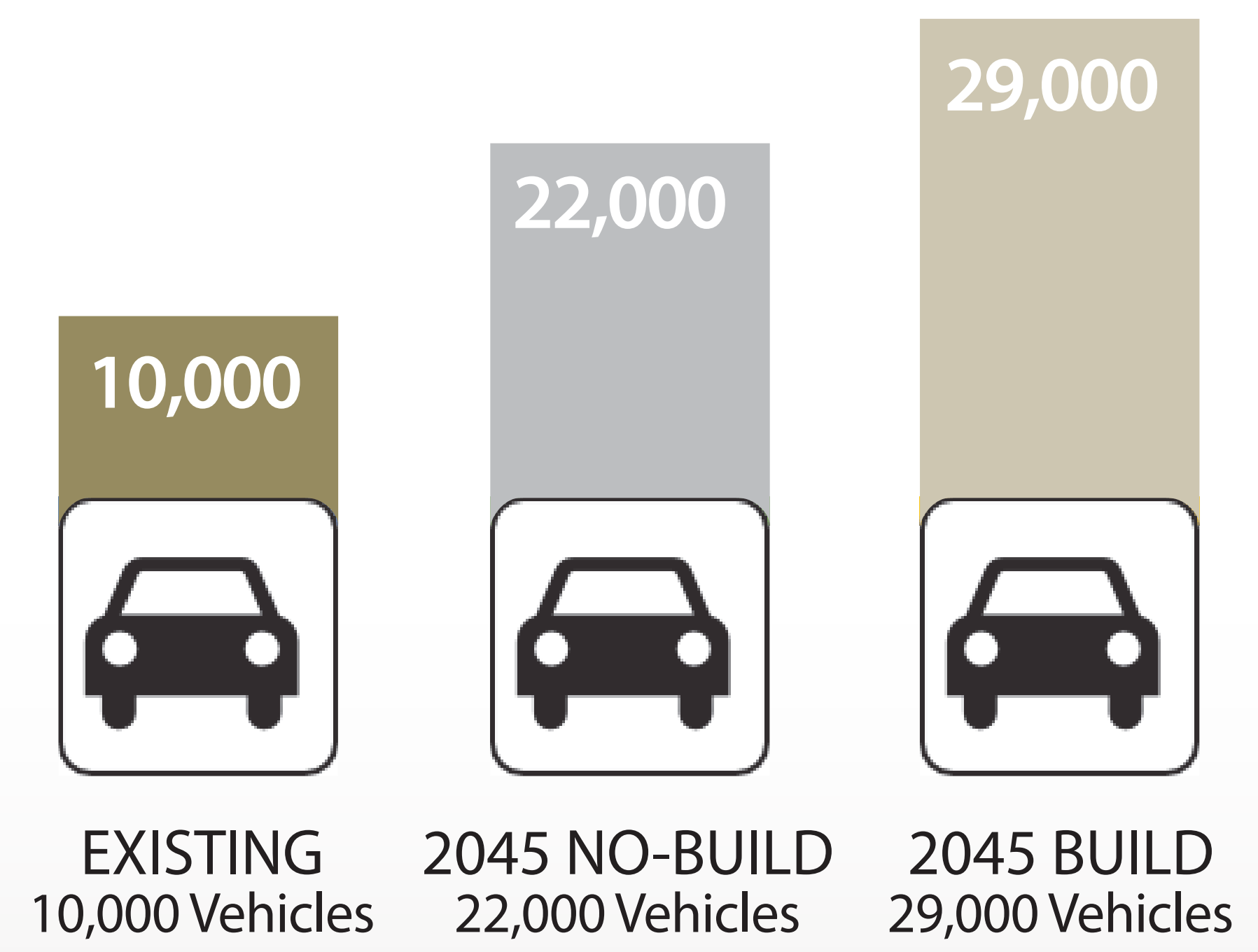
# Traffic Volumes



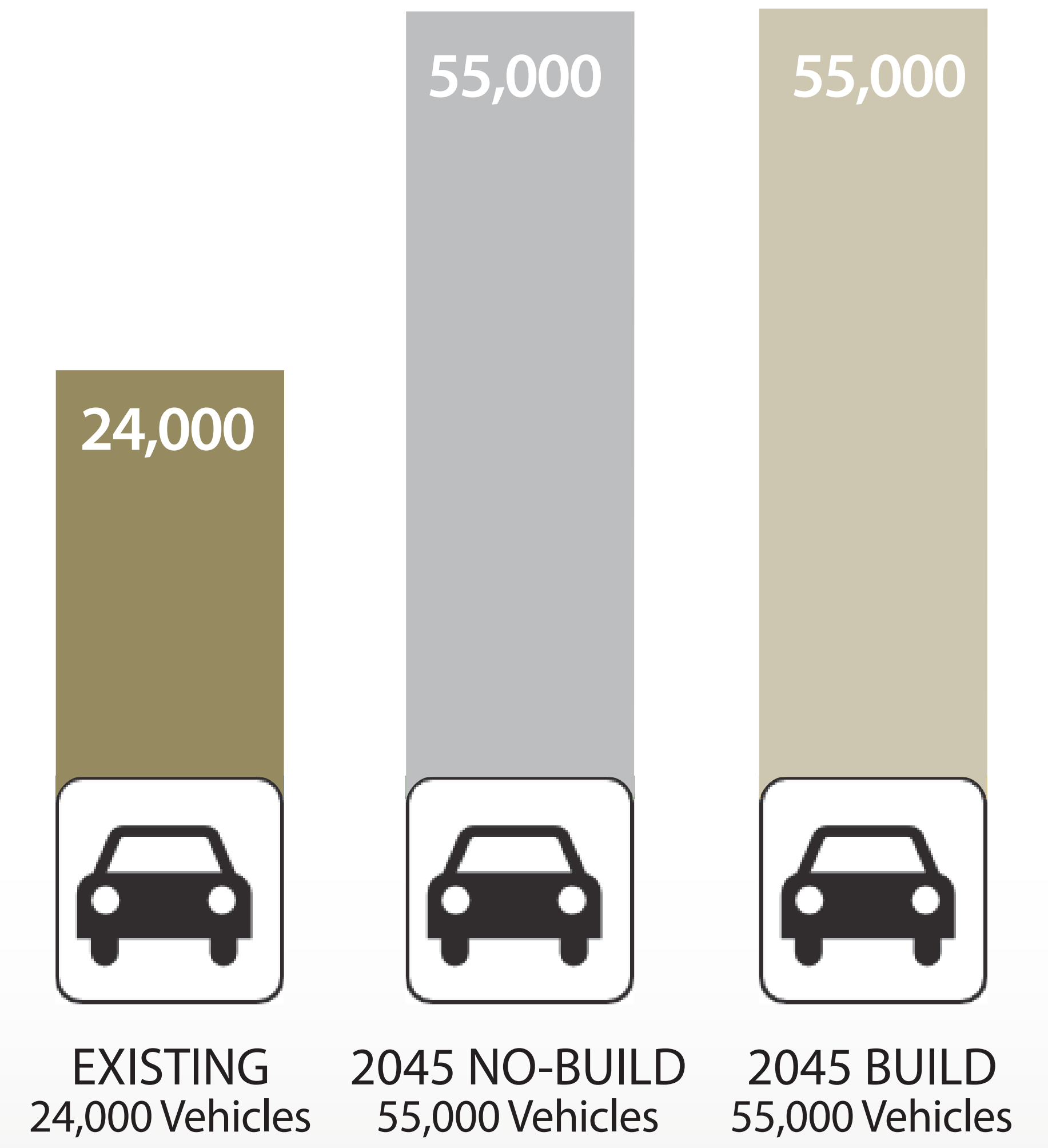
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**West Segment  
at I-84**



**Middle Segment  
at Ada/Canyon Line**



**East Segment  
at Linder Road**

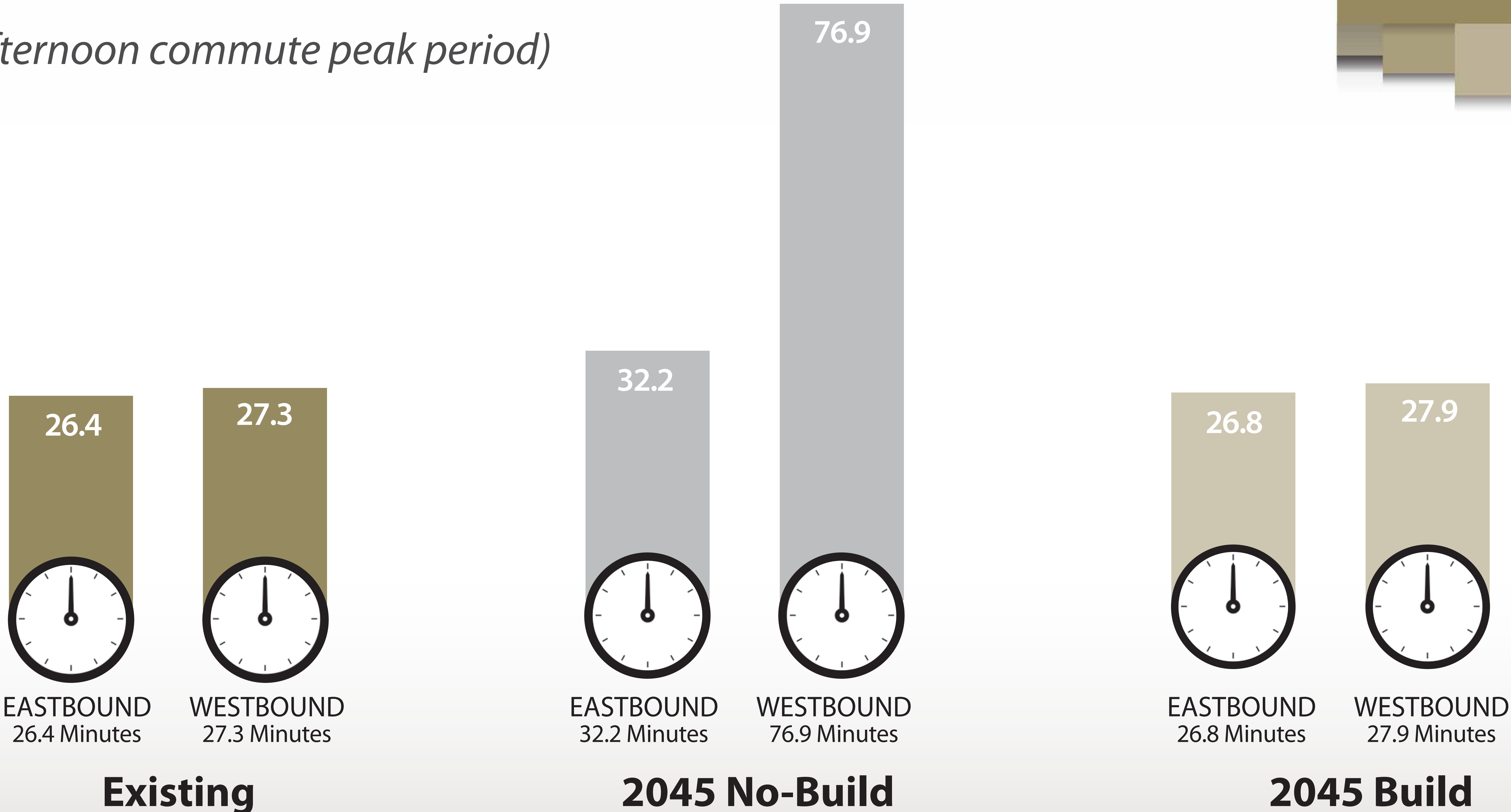
# Travel Times

## Idaho 44 between I-84 in Caldwell and W. State Street in Eagle

*(Afternoon commute peak period)*



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# Safety



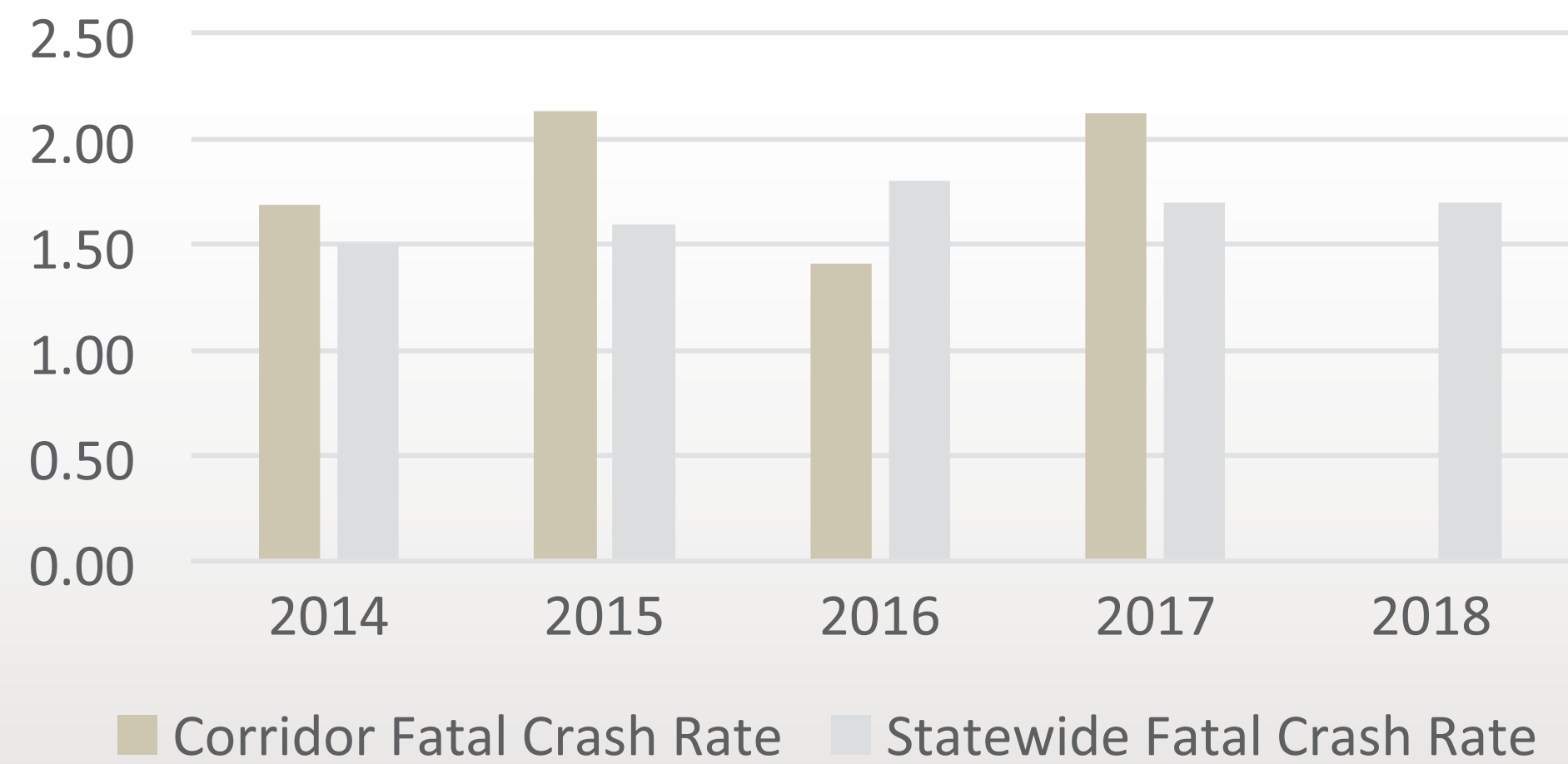
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The rate of crashes on Idaho 44 is higher than the statewide average. From 2014 to 2018, there were 1,272 crashes on Idaho 44. This included 10 fatal crashes.

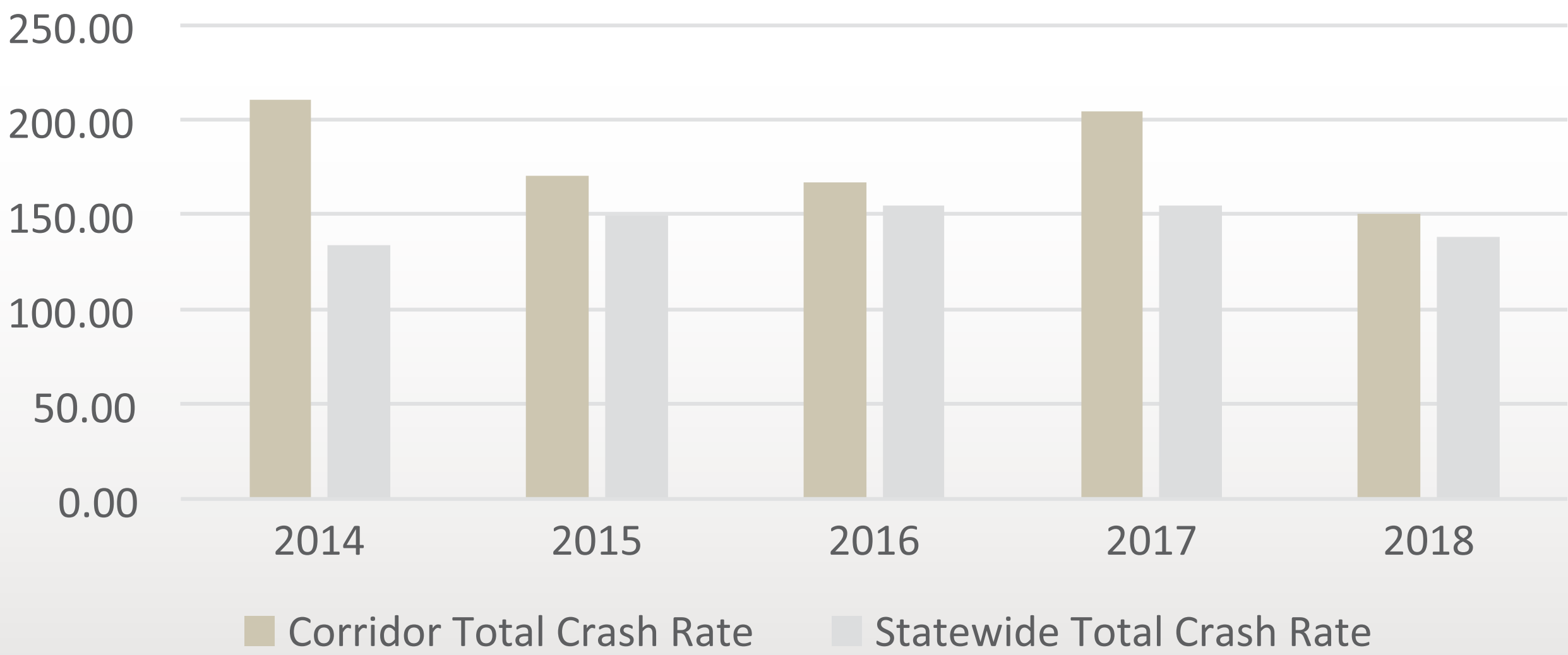
| Crashes on Idaho 44                                  | 2014   | 2015   | 2016   | 2017   | 2018   |
|--|--------|--------|--------|--------|--------|
| Fatal crashes  | 2      | 3      | 2      | 3      | 0      |
| Fatal crash rate                                     | 1.69   | 2.13   | 1.41   | 2.12   | 0.00   |
| Statewide fatal crash rate (U.S. and state highways) | 1.50   | 1.60   | 1.80   | 1.70   | 1.70   |
| Total crashes  | 249    | 240    | 245    | 290    | 248    |
| Total crash rate                                     | 210.93 | 170.34 | 167.11 | 204.48 | 150.44 |
| Statewide total crash rate (U.S. and state highways) | 33.40  | 149.20 | 154.60 | 154.50 | 138.60 |

*Crash rate measures the number of crashes per 100 million vehicle miles traveled.*  
*Source: Idaho Traffic Crashes 2018*

**2014–2018 Fatal Crash Rate**  
**Corridor vs Statewide**



**2014–2018 Total Crash Rate**  
**Corridor vs Statewide**





# Purpose and Need



I-84 TO WEST  
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The purpose of this project is to accommodate future travel demand along Idaho 44 by increasing capacity and improving safety between I-84 and West State Street.

Idaho 44 is the primary east-west route north of the Boise River. This project is needed as it is projected that travel times will nearly triple by the design year of 2045. The existing roadway and intersections are not adequate to safely serve future traffic volumes.





# Environmental Analysis



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This project is federally funded through the Federal Highway Administration (FHWA) and as such is subject to federal requirements. ITD, in consultation with FHWA, will follow the National Environmental Policy Act process during this project.

**The National Environmental Policy Act (NEPA) is a procedural statute for decision-making during federal projects that assures proper analysis of social, economic and environmental impacts are performed and disclosed.**

ITD will study a reasonable range of alternatives based on the Purpose and Need, consider appropriate mitigation for impacts, include interagency coordination and consultation, and provide the public opportunity to participate in the process and comment on the project.

**The studies, agency coordination, public participation and comments will be wrapped up into a document called an Environmental Assessment (EA). Once the EA is approved by the FHWA, it will be made available to the public for review and comment. If no significant impacts are identified, a Finding of No Significant Impact (FONSI) will be made by the FHWA to complete the NEPA process.**



# Environmental Studies



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The following environmental studies are being completed for the Idaho 44, I-84 to West State Street project:

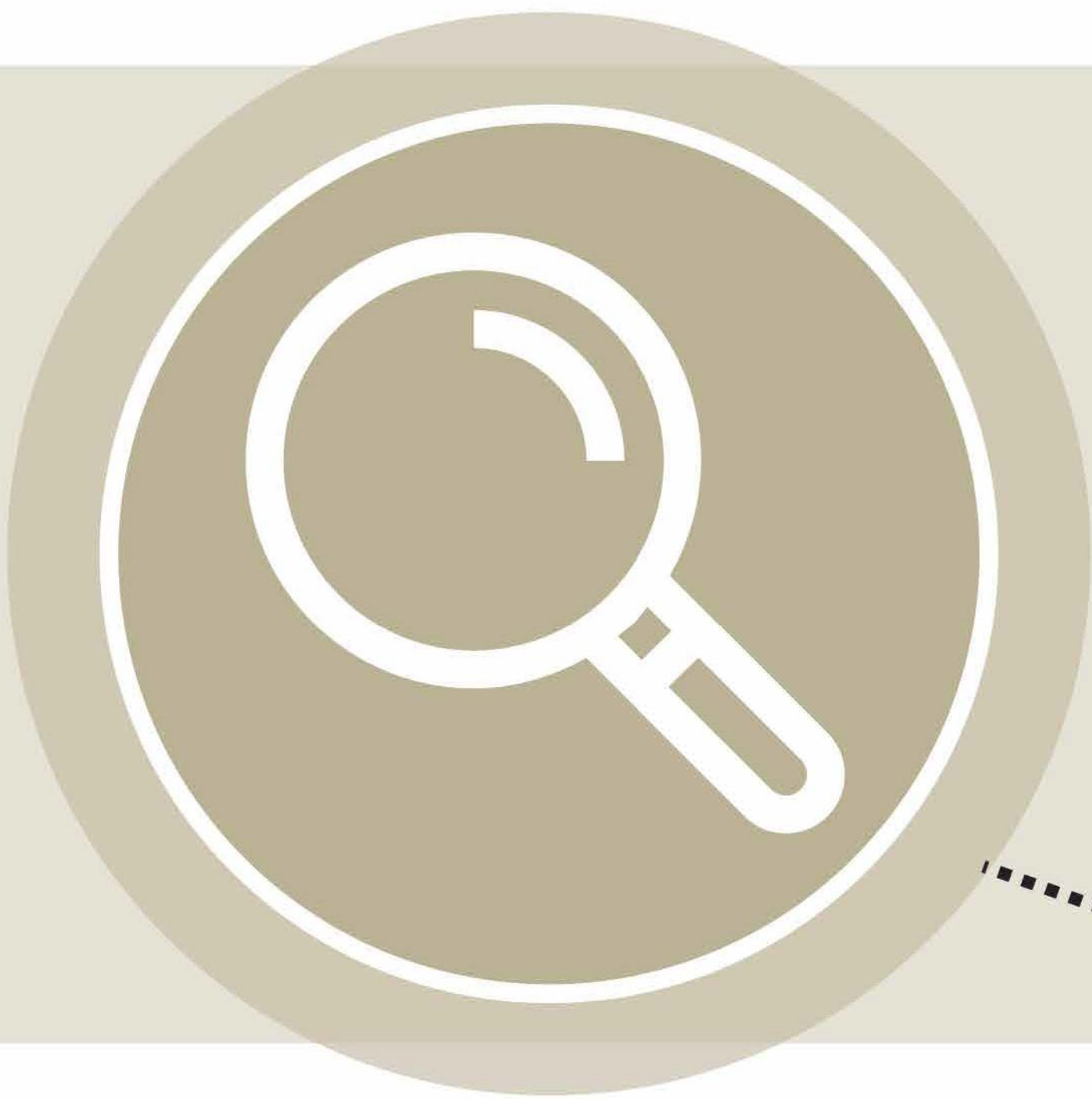
- Land use and consistency with local plans
- Business and residential displacements
- Utility relocations
- Impacts to farmland
- Socioeconomics
- Cultural and historic sites
- Traffic noise
- Air quality
- Visual quality
- Hazardous materials
- Surface water, floodplains, groundwater
- Wetlands and Waters of the US
- Threatened and endangered species



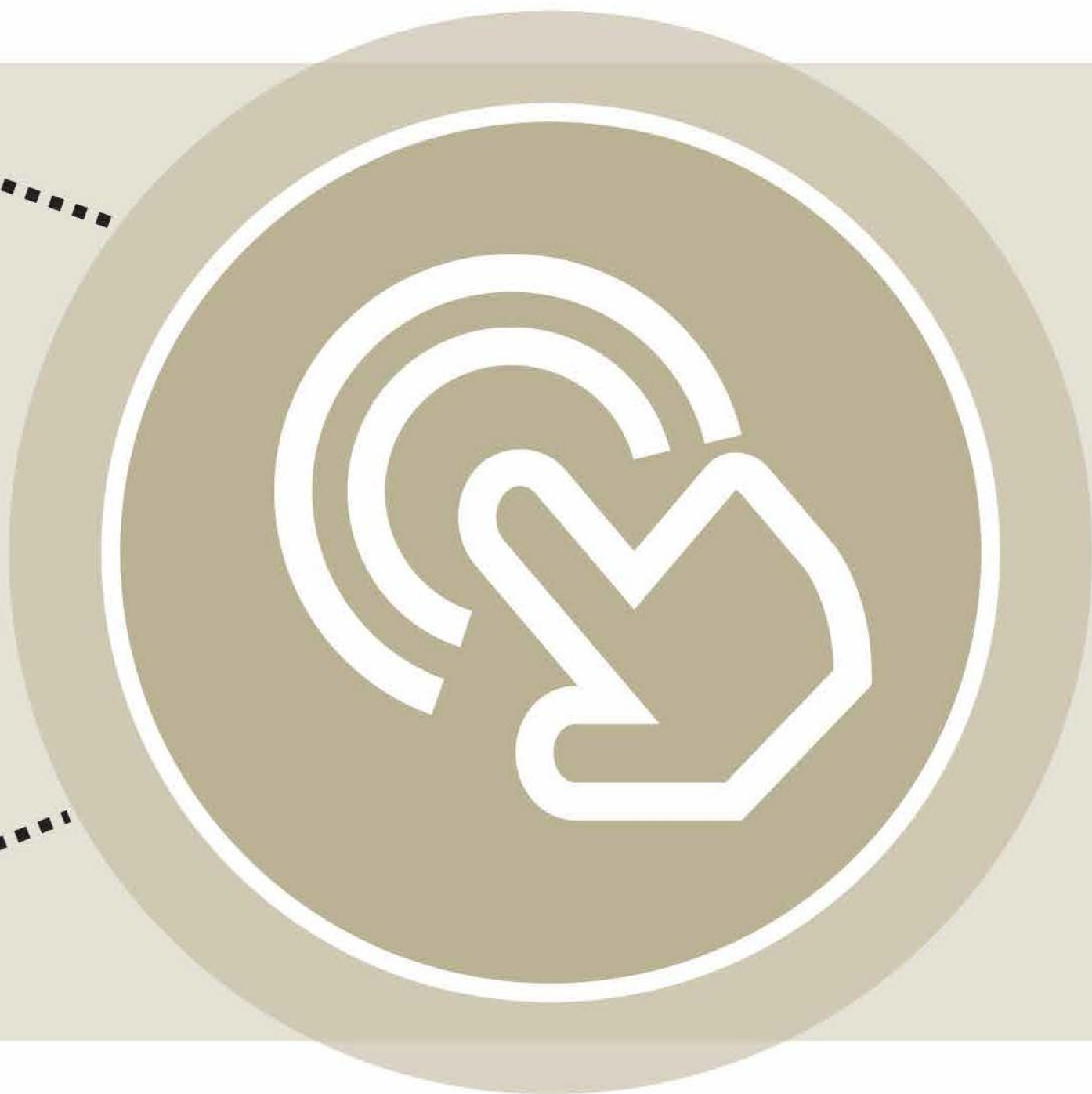
# Traffic Noise Study Process



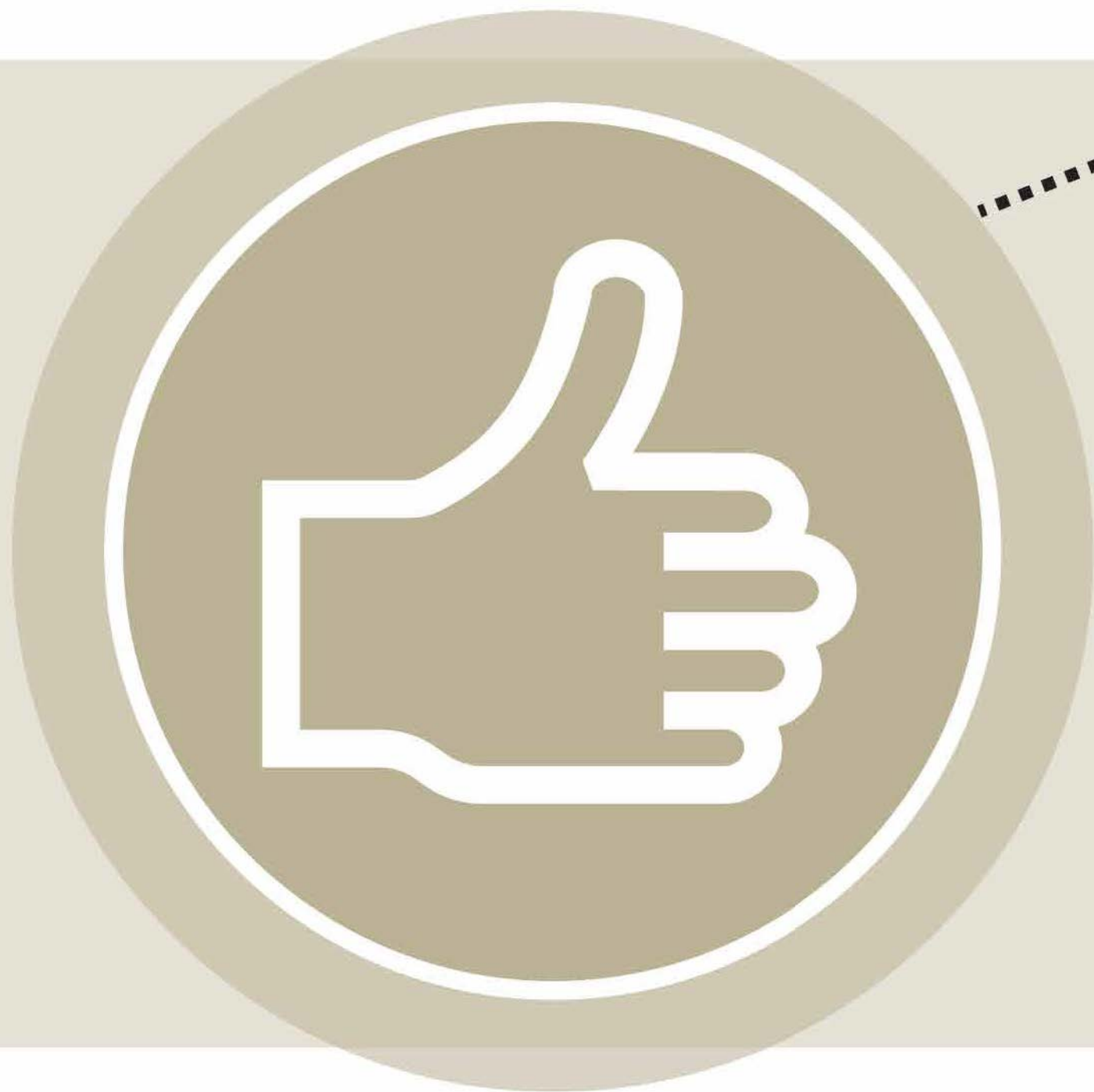
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**Identifying** areas that are sensitive to traffic noise (i.e., residences, parks, churches and schools).



**Determining** existing and future traffic noise levels using a traffic model developed by the Federal Highway Administration.



**Evaluating** noise walls (or other abatement measures) if traffic noise levels are expected to be above a certain level. These measures must be **FEASIBLE** and **REASONABLE** in order to be approved.

**FEASIBLE**

Can the wall be constructed?  
Does the traffic noise model predict a benefit?

**REASONABLE**

Is it cost-effective?  
Do the property owners want it?



# Improvements



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The proposed improvements at today's meeting are based on ITD's past work, technical analysis and early community input. They include:

- Widening Idaho 44 from two lanes to four.
- Adding an innovative continuous flow intersection (CFI) at Linder Road.
- Adding a half-CFI at Palmer Lane and a quarter-CFI at Star Road.
- Adding roundabouts in three locations.
- Providing additional bicycle and pedestrian facilities.
- Building an alternate route in Middleton.
- Adding intermittent raised medians and locations for U-turns.



# Continuous Flow Intersection (CFI)



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A **continuous flow intersection**, or CFI, improves safety and mobility.

- **Safety:** A CFI has fewer conflict points than a traditional intersection. Fewer conflict points leave fewer opportunities for accidents.
- **Mobility:** The CFI layout allows left-turning traffic and through traffic to move at the same time. Vehicles cross over into dedicated “*right turn bypass*” lanes to turn more efficiently. The layout eliminates the need for a dedicated left-turn green light, which improves the capacity of the intersection and reduces delay.

**Three intersections on Idaho 44 would use a full, half or quarter CFI layout: Linder Road (*full CFI*), Palmer Lane (*half CFI*) and Star Road (*quarter CFI*).**



# Linder Road Intersection



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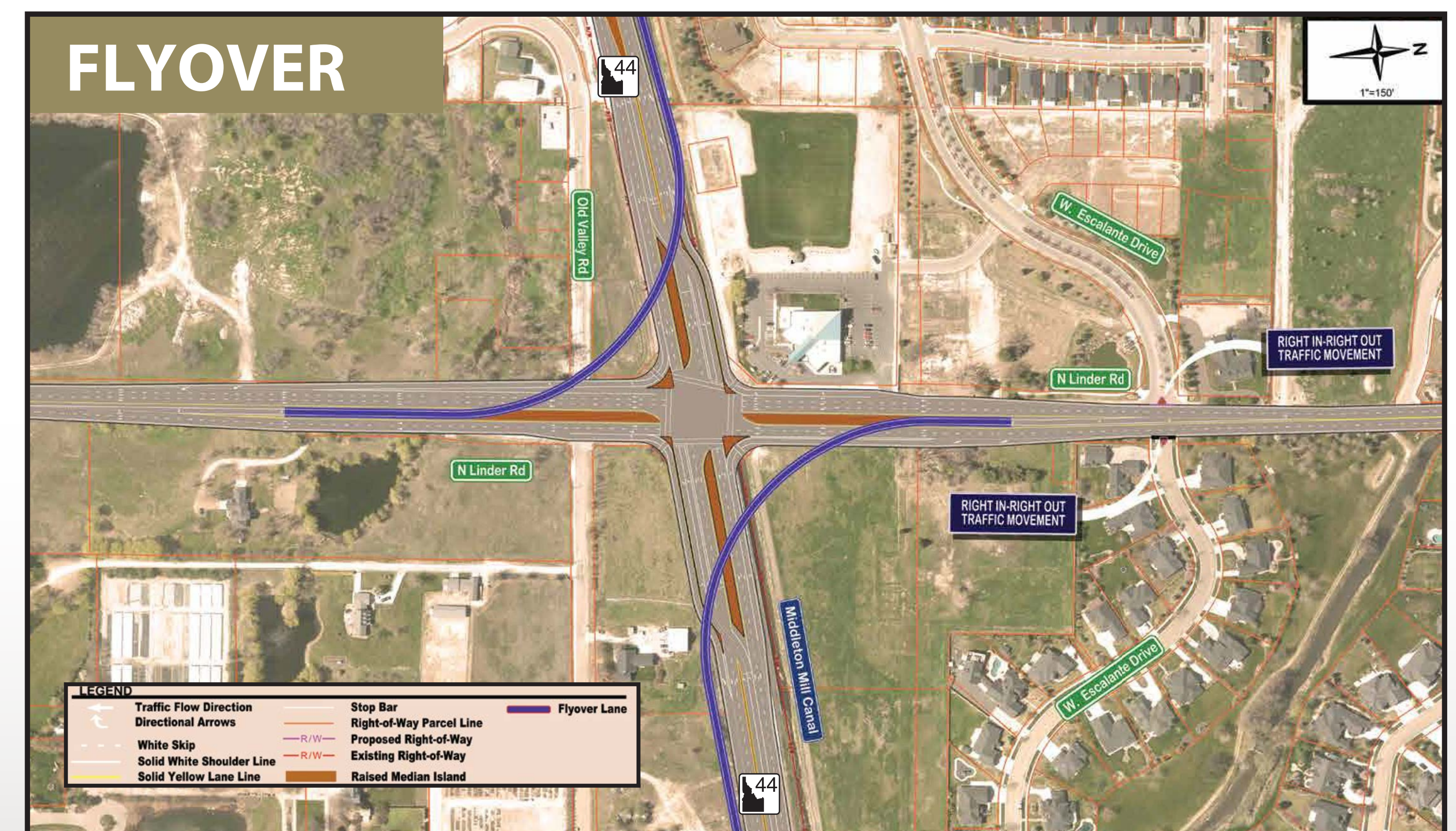
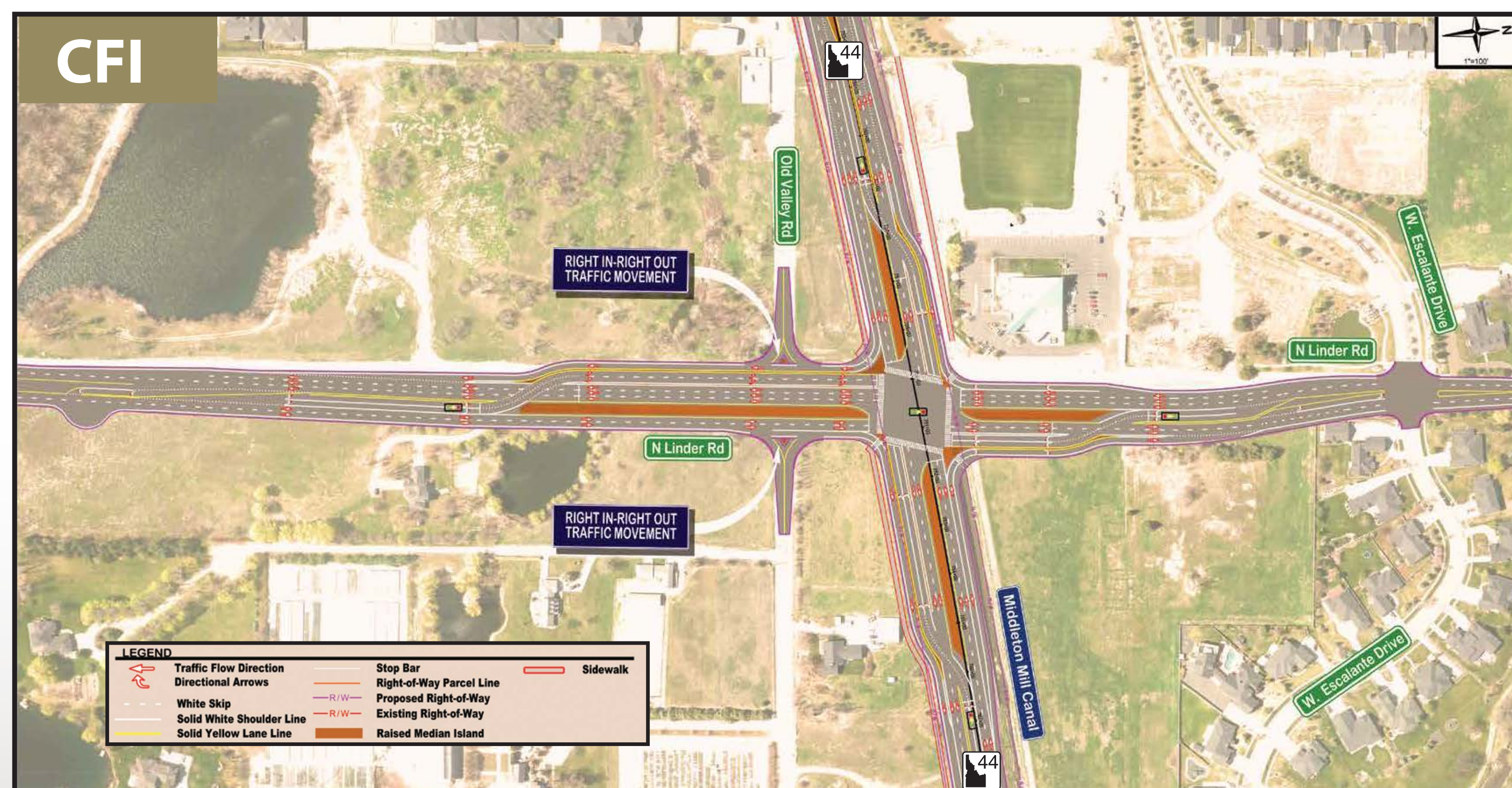
ITD analyzed two alternatives for the intersection of Idaho 44 and Linder Road:

## Continuous Flow Intersection

- Full access at Escalante Drive
- Less cost to construct and maintain
- Less traffic noise impacts
- More right of way
- More signal lights

## Flyover

- Right-in/right-out access only at Escalante Drive
- More cost to construct and maintain
- Greater traffic noise impacts
- Less right of way
- Fewer signal lights





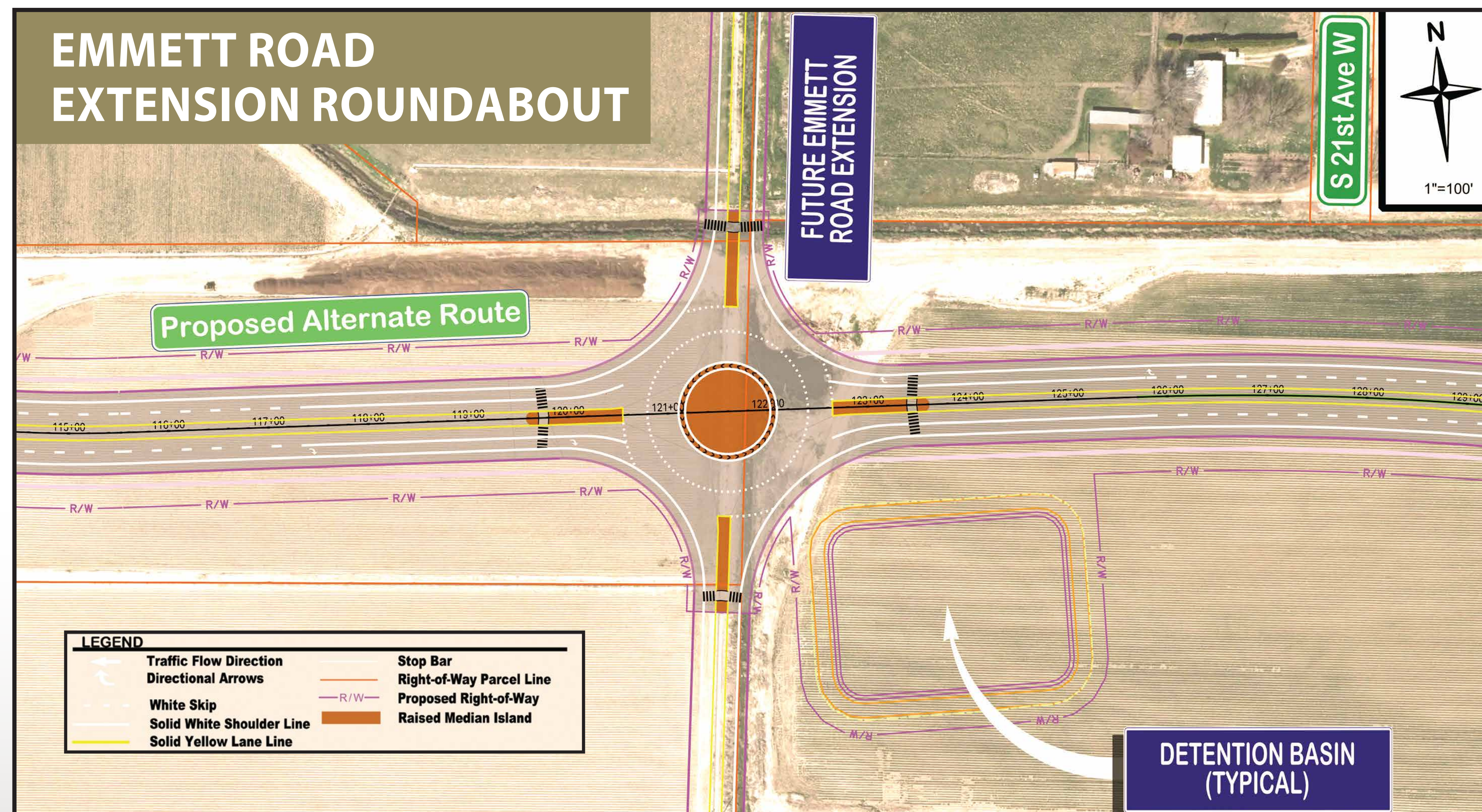
# Roundabouts



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**Three intersections on the proposed Middleton alternate route would be redesigned as roundabouts:**

- Emmett Road Extension
- Cemetery Road Extension
- Middleton Road



*A roundabout is a circular intersection that moves traffic efficiently and safely.*

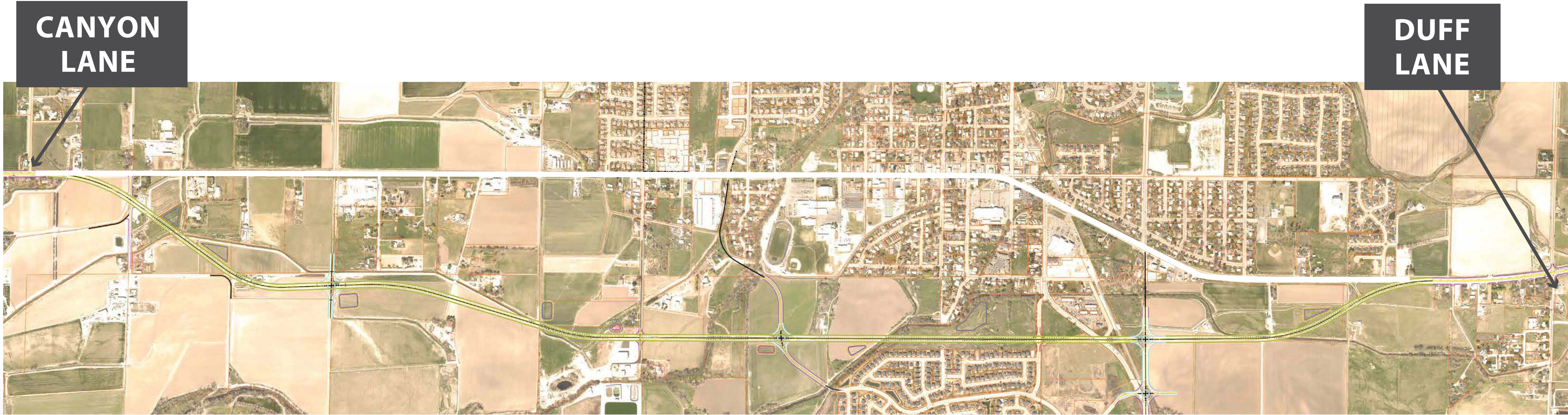


# Middleton Alternate Route



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The City of Middleton and the Idaho Transportation Department are partnering to design and preserve an alternate route south of downtown Middleton. This alternate route is intended to respond to growth and preserve economic opportunity.



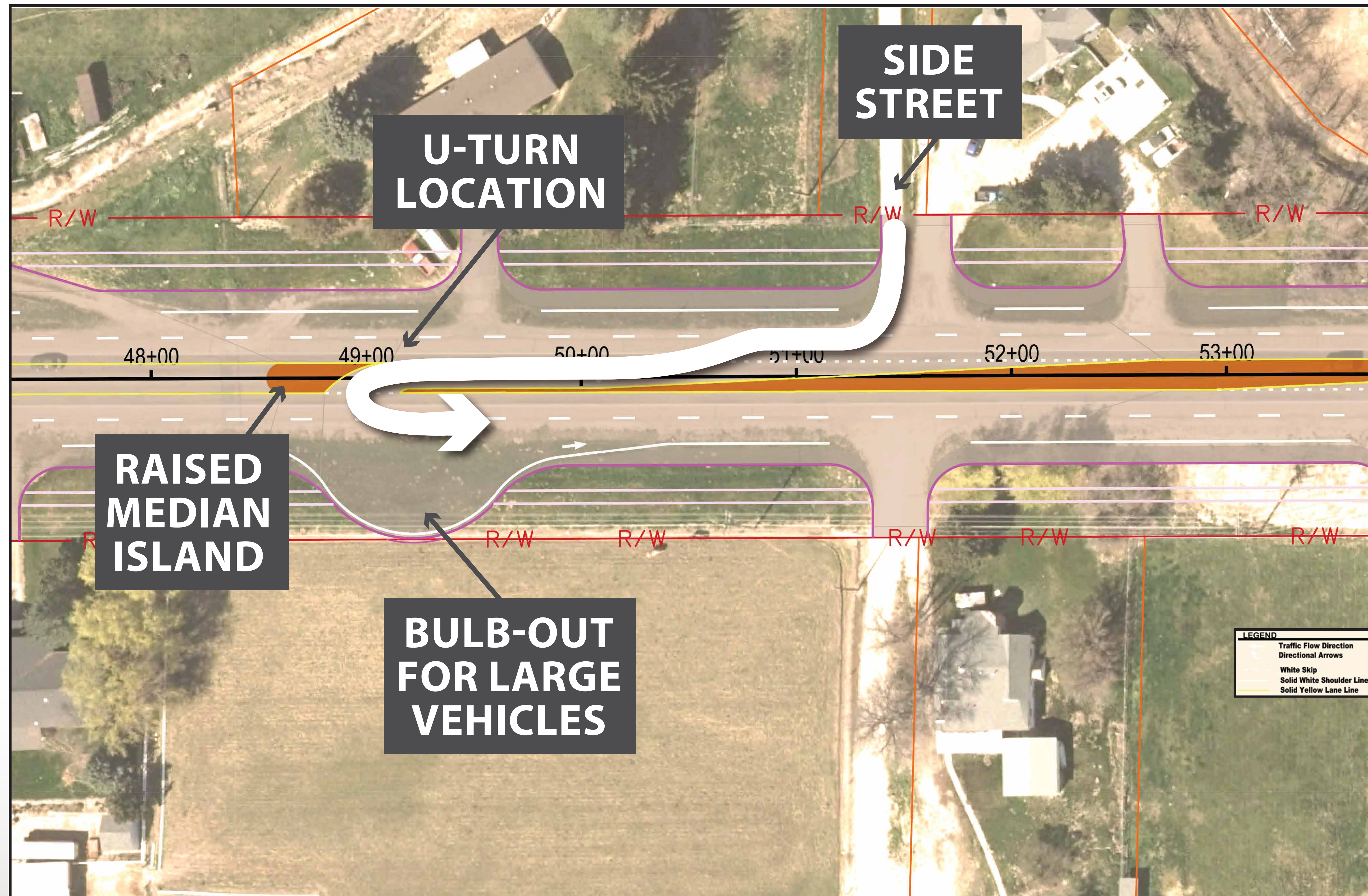
PROPOSED MIDDLETON ALTERNATE ROUTE  
EXISTING IDAHO 44 CORRIDOR



# U-Turns



# I-84 TO WEST STATE STREET IN EAGLE



| LEGEND                    |                          |                       |          |
|---------------------------|--------------------------|-----------------------|----------|
| Traffic Flow Direction    | Stop Bar                 | Proposed Right-of-Way | Drainage |
| Directional Arrows        | Right-of-Way Parcel Line | Existing Right-of-Way | Ditch    |
| White Skip                |                          |                       |          |
| Solid White Shoulder Line |                          |                       |          |
| Solid Yellow Lane Line    | Raised Median Island     |                       |          |



# Bicycle and Pedestrian Improvements



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ITD is planning several improvements for bicyclists and pedestrians:

- Eight-foot shoulders on both sides of the highway from I-84 to Can-Ada Road.
- Sidewalks from Can-Ada Road through the city of Star to Idaho 16.
- A pathway on the south side of Idaho 44 from Idaho 16 to West State Street.





# Programmed Projects



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Design and construction will be completed as funds are available. ITD has already programmed funds for the first two projects:

- **2023:** Widening Idaho 44 from two to four lanes between Linder Road and State Street.
- **2024:** Widening Idaho 44 from two to four lanes between Idaho 16 and Star Road.

ITD cannot break ground on these projects or any other Idaho 44 project until environmental clearance is received.







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# Right-of-Way Questions



# What's Next

- ITD expects to complete the environmental analysis in 2020.
- The results of this analysis and your input will help shape and confirm the proposed improvements.
- A public hearing will be scheduled in 2021. ITD will present and gather comments on the completed analysis and recommended improvements.



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## HOW TO STAY INVOLVED

**VISIT** [itdprojects.org/idaho44corridor](https://itdprojects.org/idaho44corridor)

**CONTACT** Jake Melder, ITD Office of Communication  
(208) 334-8874  
[jake.melder@itd.idaho.gov](mailto:jake.melder@itd.idaho.gov)



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